

**BY ORDER OF THE COMMANDER
AIR EDUCATION AND TRAINING
COMMAND**



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**AIR EDUCATION AND TRAINING COMMAND
Supplement 1**

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Flying Operations

AIRCREW LIFE SUPPORT (ALS) PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AETC/DOYL
(MSgt Delbert Anderson)

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AFI 11-301, Volume 1, 19 July 2002, is supplemented as follows:

This supplement establishes the AETC ALS program. It applies to AETC aircrews and ALS personnel (military, civilian, contractor, etc.) who fly in aircraft assigned or attached to organizations of this command. This instruction does not apply to the Air National Guard (ANG). It applies to Air Force Reserve Command (AFRC) units under AETC oversight. The use of any manufacturer, commercial product, commodity or service in this publication does not imply endorsement by the Air Force.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 37-123, *Management of Records*, and disposed of in accordance with Air Force WebRIMS Records Disposition Schedule (RDS) located at <https://webri.ms.af.mil/rds/index.cfm>.

1.3.2. Forward waiver requests through appropriate NAF to HQ AETC/DOYL, 1F Street, Suite 2, Randolph AFB, TX 78150-4325. AFRC units will submit waivers through HQ AFRC to HQ AETC/DOYL. Waiver authority is HQ AETC/DOY.

1.3.3. Units will supplement this instruction within 12 months of the date of publication. Life support quality assurance evaluators (QAE) will supplement the instruction to address the unique requirements of contract life support operations. Route supplements through the OG/CC for approval.

2.9. MAJCOM and ANG. ALS functional manager must possess an Air Force specialty code (AFSC) 1T100.

2.9.5.1. Technical Order (TO) 14-1-1, *U.S. Air Force Personal Equipment and Aircrew Life Support Ensemble Configurations*, contains a listing of equipment items the Human Systems Wing (HSW) has qualified safe-to-fly for a given aircraft. Items identified as qualified (Q) are authorized for use on those aircraft as indicated.

2.9.25. Conduct a staff assistance visit (SAV) on AETC units no later than 6 months prior to a major inspection, but not to exceed 30 months from the last SAV.

2.10.13.5. (Added)(AETC) In preparation for the annual higher headquarters (HHQ) aircrew protection working group (APWG) meeting, ensure group life support officer (LSO) (or contractor/civilian equivalent) hosts wing working group meeting as required with representatives involved in aircrew protection responsibilities. Membership should include, but is not limited to: egress, survival equipment, aerospace medicine, CE readiness, logistics, survival, evasion, resistance, and escape (SERE), safety, and aircrew representation. The intent is to bring attention to and address aircrew protection issues at each wing. Forward those that can't be resolved to MAJCOM representatives for discussion and resolution at the HHQ APWG meeting.

2.11.5. Maintain a record of applicable time compliance technical orders (TCTO) for 2 years from date of completion, unless otherwise stated in AFMAN 37-123.

2.11.11. In preparation for certifications, conduct initial task evaluations within 60 days of arrival to determine if the individual requires additional training to meet duty position requirements.

2.11.14. The group LSO or life support superintendent (LSS) will certify, by memorandum, personnel authorized to perform physiological incident (PI) investigations. Units will maintain copies of certification memorandums. All life support personnel should receive training on actions to be taken in response to a PI. Ensure units investigate physiological incidents as outlined in Attachment 2 (Added)(AETC).

2.11.15. (Added)(AETC) Ensure adequate ALS equipment is available to issue aircrews according to *Air Force Education and Training Course Announcements (ETCA)* at <https://etca.randolph.af.mil/>. Maintain a 3 to 6 class (as deemed appropriate by the unit) backup supply of all life support-issued items to ensure aircrew production is not interrupted due to unforeseen supply difficulties.

2.11.16. (Added)(AETC) The LSS is the OG/CC point of contact (POC) for ALS functional responsibilities, manpower/manning requirements, and assignment of life support personnel in the wing or group.

2.11.17. (Added)(AETC) Standardize pass/fail criteria used during technician task certifications.

2.11.18. (Added)(AETC) Monitor life support training administered at undergraduate flying training (UFT) wings by aerospace physiology units (APU) at least quarterly, and submit results by memorandum to the chief of aerospace medicine and aerospace physiology. The memorandum should include subject matter monitored, quality of training, and any recommended changes to enhance training. Use APU instructor guides to ensure all required subject matter is taught. Maintain a record of each training session monitored, in accordance with AFI 37-138, *Records Disposition-Procedures and Responsibilities*.

2.12.13. (Added)(AETC) Ensure life support personnel are qualified and available to conduct aircrew continuation training as necessary.

2.13.3. Accomplish technician task evaluations as an integral part of each ALS program self-assessment.

2.15.8. (Added)(AETC) Several ALSE items, including MK-13 flares, A/P25S-5/A signal kits, and knives are prohibited aboard commercial aircraft. Aircrews who must travel commercially with their flight gear will ensure all prohibited items have been removed before checking the equipment in as luggage.

3.3.8. Also, use allowance source code (ASC) 538 and 660. Formal training units (FTU) will use AETC IMT 120, **Training Equipment List**, in lieu of allowance standards. Instructions are found in AETCI 36-2203, *Technical and Basic Military Training Development*.

3.3.9. Send copies of submitted supply difficulty and mission impact memorandums along with supply responses, to the LSS. Contract life support units forward a copy to their local quality assurance office.

3.7.1. Training and certification of quality inspectors, as well as Red X technicians, will include orientations with the necessary support agencies listed in AFI 11-301V1. Tailor the process to produce technical experts capable of performing on-the-spot diagnosis and troubleshooting when problems arise, as well as providing solutions and training necessary to mitigate reoccurrences. Inspectors must be certified on the task or equipment item being evaluated. Red X technicians will be task certified, approved within the applicable group, and documented on the special certification roster in accordance with AFI 21-101, *Aerospace Equipment Maintenance Management*, Chapter 18.

3.7.3. The LSS will define critical steps to be checked during critical point inspections (CPI) and in process inspections (IPI). An IPI is a verification inspection done during the assembly of a component or equipment item. It's used to ensure completion of critical steps in a process, which could not otherwise be verified without subsequent disassembly of the item. Determine what areas, based on criticalities, require added oversight to ensure the proper operation and integrity of ALSE and the quality assurance program.

3.7.6. (Added)(AETC) Develop a trend resolution program to identify both shop and personal trends. Use this program to inform technicians and supervisors of trends and effect corrective action.

3.8.1.1. Locally prepared checklists will be in accordance with TO 00-5-1, *AF Technical Order System*.

3.8.1.2. AETC TO options list is accessible at the AETC Life Support at <https://www.aetc.af.mil/do/>.

3.8.3. Wing LSO/LSS will ensure OG operating instructions (OI) are developed and maintained to ensure standardization and timely accomplishment of life support duties throughout all elements of the wing. As a minimum, OIs will address: technician training, aircrew continuation training, safety, technical order management and quality assurance, to include IPI and CPI.

4.2.1.2. For F/A-22 units, installation/removal of parachutes and survival kits is a 5-level core task. Train and certify life support personnel accordingly.

Table 4.1. ALS Personnel Training Requirements.

COURSE TITLE	1T131	1T151	1T171	1T191	ALSCTI	T1T1X1	LSO
Contingency Wartime Planning Course, MCADRE002			D	D		M (Added) (AETC)	
ACC Code of Conduct Training Course, Y120005					M (Added) (AETC)	D	
ACC Aircrew Protection Instructor Course, Y120006					M (Added) (AETC)		
ACC Aircrew Life Support Program Managers Course, Y120004			M (Added) (AETC)			M (Added) (AETC)	

5.2.2. AETC units will assign and certify ALSCT instructors as follows:

5.2.2.1. (Added)(AETC) The group LSO/LSS will certify all ALSCT instructors on each event initially and on at least one event every 18 months thereafter. Vary training events used for certifications to avoid certifying instructors on the same training events each time.

5.2.2.2. (Added)(AETC) Use AETC IMT 281, **Instructor Evaluation Checklist**, to document initial evaluations when certifying instructors. Use AETC IMT 281 or AETC IMT 620, **Academic Instructor Monitoring Checklist**, for all subsequent evaluations.

5.2.2.3. (Added)(AETC) Certify enlisted instructors in accordance with this instruction and standard on-the-job training (OJT) guidance (for example, CFETP). The group LSO/LSS will certify in writing all other ALSCT instructors (officer, civilian, and contractor) to conduct any portion of ALSCT. Certification letters will identify each specific training event (such as LL03, LL04) instructors are certified to teach.

5.2.2.4. (Added)(AETC) As a minimum, certification training includes attending all mandatory courses specified in Table 4.1 as supplemented, and an evaluation by the LSO/LSS of a start-to-finish presentation of each class or lesson to be certified.

5.5.8. The OG/CC will determine the acceptable training intervals. However, training intervals will not be less restrictive than those outlined for the applicable mission design series (MDS).

5.5.12. (Added)(AETC) Currency Definitions. Training is not considered delinquent until after the last day of the month in which the training expires using the following definitions:

5.5.12.1. (Added)(AETC) Annual (one year) will be interpreted as not to exceed 12 months from the date of last completion.

5.5.12.2. (Added)(AETC) Biennial (two years) will be interpreted as not to exceed 24 months from the date of last completion.

5.5.12.3. (Added)(AETC) Triennial (three years) will be interpreted as not to exceed 36 months from the date of last completion.

5.7.2. Nonrated personnel who fly occasionally, unless otherwise addressed in this instruction, will follow passenger training guidance provided in paragraph 5.7.1.

5.7.2.1. (Added)(AETC) Pilots in awaiting permanent change of station (PCS) training (APT) status are nonrated aircrew awaiting Undergraduate Pilot Training (UPT) classes. Aerospace physiologists, intelligence personnel (AFSC 1NX00) and members assigned to AETC units in APT status may be placed on a 60-day currency after meeting the following requirements:

5.7.2.1.1 (Added)(AETC) Member must first complete egress and parachute descent training (PDT) training applicable to the assigned MDS a minimum of five times during a 60-day period.

5.7.2.1.2. (Added)(AETC) Member must also complete aircrew life support equipment training.

5.7.2.1.3. (Added)(AETC) The LSO/LSS or ALSCTI will evaluate/validate the member's proficiency and forward a memorandum to the OG/CC recommending the member be placed on a 60-day currency for the MDS specific egress and PDT after the requirements in paragraphs 5.7.2.1.1 (Added)(AETC) through 5.7.2.1.3 (Added)(AETC) have been met. The OG/CC is the approval authority for the 60-day currency.

5.7.2.2. (Added)(AETC) Casual students are rated aircrews who have completed UPT and are awaiting follow-on training such as Introduction to Fighter Fundamentals (IFF), B-Course training, and etc. Members assigned in casual status and not qualified in the weapons system will receive egress, aircrew life support equipment, and parachute descent training every 60 days. Training is good through the end of the month.

5.7.2.3. (Added)(AETC) AETC/IG inspectors and 19 AF Stan/Eval flight evaluators, when performing observation/evaluation duties, must receive egress training, parachute descent training, local area survival,

and unit specific life support equipment training prior to the first flight at the inspected unit. Units may credit parachute descent and aircraft specific egress training received at other units during the past 12-month period, provided documentation of currency can be obtained and only minor differences in equipment exist. If minor equipment differences exists (for example, parachute harness releases), training will be provided to ensure users are aware of the differences and can safely operate the equipment. For inspectors who are not currently qualified in an ejection seat aircraft, egress currency expires at the end of the unit's inspection.

5.9.2. Units may use the actual aircraft installed ejection seat for egress training when designated training devices are not available. Ejection seats used for training will be made safe in accordance with applicable aircraft safe for maintenance technical order procedures. Pins will remain in place throughout the entire training exercise.

5.9.2.1. (Added)(AETC) The ejection controls (for example, ejection, canopy jettison, and canopy fracture system handles) will have safety pins installed and will not be raised even though the ejection seat is made safe for maintenance and used for training. Additional plastic zip ties or strap fasteners may be used to prevent inadvertent removal of safety pins provided the appropriate form entries are made.

5.9.2.2. (Added)(AETC) Instructor pilots certified to conduct egress training are permitted to make the ejection seat safe by installing all ground safety pins in order to train incentive or orientation flyers when off-station if there are no qualified egress, maintenance, or ALS personnel assigned.

5.9.5. Units are authorized to use operational helmets, masks, and g-suits for training, provided the training does not damage, destroy, nor bring into question the integrity of the equipment.

5.10.3. Units will use the approved IGs to develop lesson plans in accordance with AETCI 36-2203, Chapter 7.

5.10.4. Forward master lesson plans to HQ AETC/DOYL for review initially and when any significant changes are made.

6.2. Minimum Clothing Requirements. See Attachment 3 (Added)(AETC) for minimum requirements of aircrew clothing and aircrew life support equipment worn during flight.

6.2.4. For ejection seat aircraft, flight gloves will be worn from engine startup to engine shutdown.

6.4. ALSE Requirements. USAF aircrew members will be allowed to PCS with, as a minimum; helmet, mask, G-suit, G-vest, and anti-exposure suits built-up and issued to them, provided the items are required for flying duties at their next assignment location.

6.4.2. High contrast visors (HCV) are authorized for use following TO 14P3-4-151, *OPN AND MAINT INSTR With IPB -- Flyers Helmet, Type HGU-55/P, MED, 81D5330-4, LGE, 81D5330-5, XTRA LGE, 81D5330-6 With Neutral Gray Lightweight Visor ASSY, PN 81D5189-4, Bayonet RCVR Kit, PN 82A5614-10, Laser Eye Protective Visors, PN 283101-1001-6 (Gentex)* guidance. Keep a copy of the flight surgeon's letter of validation on file in the life support section to show those authorized HCV use.

6.4.7. Life preserver units (LPU) are required if any portion of the flight, including takeoff and landing, is outside power-off glide or auto-rotational distance from land. Aircrews will consider the possibility of air traffic control directions to remain over water longer than planned.

6.4.8. Attachment 4 (Added)(AETC) lists the minimum components required for the parachute spacer kit (PSK)/survival vest. Duplication of components is not necessary when items are otherwise carried elsewhere (for example, if the strobe light is attached to the parachute there's no need to also install one in PSK/vest).

6.4.11.4. (Added)(AETC) For T-37, T-38, and AT-38 aircraft, the CRU-60/P connector may be attached and stowed at either the end of the oxygen hose or on the parachute, and inspected with the equipment it is attached to. Standardize the location of the connector throughout the wing.

6.4.11.4.1. (Added)(AETC) If stowed on the parachute, use a method to protect the connector from dust and impurities. Also, continuation training will emphasize proper connection to the mask and aircraft. Aircrews must physically check connector attachment to the aircraft oxygen system to ensure proper connection and complete the pressure regulator indicator connections emergency (PRICE) check prior to flight.

6.4.12. Equip each BA-18/22/29 parachute with an emergency locator beacon, automatic release, emergency bailout oxygen cylinder, hook blade knife, oxygen connector bracket, AFP 64-15, *Survival and Emergency Uses of the Parachute*, SRU-16/P, and a strobe light. Attach the SDU-5/E pocket in accordance with applicable TO guidance. For AETC aircraft, the infrared filter and flash guard used with the strobe light are optional accessories, unless mission needs dictate otherwise.

6.4.14. (Added)(AETC) Life rafts are required for all over water flights. For the purpose of determining when life rafts are required, departures and arrivals over water at coastal airfields need not be considered when LPUs are worn. Configure aircraft in accordance with AFI-11-301, Volume 2, *Maintenance and Configuration Requirements for Aircrew and Aircraft – Installed Life Support Equipment (LSE)*, and aircraft configuration manuals.

6.5.2. Aircrews flying ejection seat equipped aircraft can use either of the following kneeboards: NSN 8475-01-012-9174, 8475-01-229-9830 (right), 8475-01-301-0219 (left).

6.5.6. (Added)(AETC) Each aircrew life support section will develop a means to ensure aircrew life support equipment is post-flight inspected after the last flight of the day.

6.5.6.1. (Added)(AETC) Aircrew members may perform equipment post-flight inspections, provided they are properly trained and instructions are posted in the life support shop.

7.10. (Added)(AETC) IMTs Prescribed. AETC IMT 500, **Physiological Incident Investigator's Checklist**; AETC IMT 645-4, **Trend Data Report**.

7.11. (Added)(AETC) Forms/IMTs Adopted. DD Form 1577, **Unserviceable (Condemned) Tag-Materiel**; AETC IMT 120, **Training Equipment List**; AETC IMT 281, **Instructor Evaluation Checklist**; AETC IMT 620, **Academic Instructor Monitoring Checklist**.

GILMARY M. HOSTAGE, Brigadier General, USAF
Director of Operations

3 Attachments (Added)(AETC)

2. Physiological Incident (PI) Class E Event Investigation Procedures
3. Aircrew Flight Clothing and ALSE Requirements
4. Minimum PSK/Vest Components

Attachment 2 (Added)(AETC)**PHYSIOLOGICAL INCIDENT (PI) CLASS E EVENT INVESTIGATION PROCEDURES**

A2.1. (Added)(AETC) Guidance. Use the following guidance for preserving evidence and investigating facts and circumstances relating to in-flight physiological events. These procedures must be fully understood by any life support person tasked to participate in an investigation, as well as those required to perform early shift, night shift, or standby.

A2.2. (Added)(AETC) Physiological Emergencies. The SLSO and life support technicians should respond to the aircraft during physiological emergencies. Responding agencies (safety and/or flight medicine) will conduct the at-the-aircraft investigation and include the following procedures for PIs involving gravity induced loss of consciousness (GLOC), spatial disorientation, hypoxia, hyperventilation, or when any ALSE malfunction is suspected.

A2.2.1. (Added)(AETC) At the aircraft, mark the mask bayonets at the aft end of the helmet-mounted receivers with a felt-tip pen or pencil to permit later identification of bayonet positions by life support.

A2.2.2. (Added)(AETC) Check all equipment connections (including G-suit) at the aircraft.

A2.2.3. (Added)(AETC) Check aircraft oxygen quick disconnects.

A2.2.4. (Added)(AETC) Check aircraft oxygen regulator settings, pressures, and quantity.

A2.2.5. (Added)(AETC) Monitor crewmember accomplishing an oxygen system check at the aircraft according to the aircraft Dash-1 guidance, and an equipment preflight check at the life support section if circumstances permit.

A2.2.6. (Added)(AETC) Impound the mishap aircrew's ALSE, and deliver all equipment with a completed copy of AETC IMT 645-4, **Trend Data Report**, to the respective life support section.

A2.3. (Added)(AETC) Responsibilities. Life support supervisors and assistant supervisors (or persons designated in writing by the SLSO) will accomplish the following:

A2.3.1. (Added)(AETC) Quarantine the helmet, mask, oxygen connector, parachute (if applicable), and anti-G suit. Do not return the equipment to service until all actions under paragraph A2.2 (Added)(AETC) have been satisfactorily completed.

A2.3.2. (Added)(AETC) Place the helmet, oxygen mask, and oxygen connector in a large plastic bag until examined.

A2.3.3. (Added)(AETC) Tag (with DD Form 1577) and segregate all suspect equipment upon arrival in the shop.

A2.3.4. (Added)(AETC) Notify the WLSO or superintendent within one duty day of the physiological mishap.

A2.4. (Added)(AETC) Life Support PI Investigator. The designated life support PI investigator will fill out the AETC IMT 500, **Physiological Incident Investigator's Checklist**, within two days of the incident and send it to the WLSO immediately after completion.

A2.5. (Added)(AETC) Hypoxia, Hyperventilation, or ALSE Malfunction. For PIs involving hypoxia and hyperventilation, or when any ALSE malfunction is suspected, the investigator will accomplish the following steps. If a PI occurs during nonduty hours, the standby technician will impound the equipment and contact an authorized inspector for guidance.

A2.5.1. (Added)(AETC) Locate the affected aircrew and check fit and function of helmet, mask, and the oxygen connector using the appropriate test equipment, duplicating as closely as possible the equipment fit during the mishap. Allow the crewmember to adjust the equipment to his or her normal position marked on the bayonets and retest. If needed, refit the mask to the position marked on the bayonets and retest. Finally, if needed, refit the mask to the proper fitting and retest. Perform this test with and without the MD-1 hose connected to the CRU-60/P connector for PIs that involve T-37 or T-38 aircraft. **NOTE:** A leak that only shows up with the MD-1 hose connected indicates a problem in the MD-1 hose, not the CRU-60/P connector.

A2.5.2. (Added)(AETC) Inspect helmet for receiver condition and adjustment, hot spots, and general serviceable condition.

A2.5.3. (Added)(AETC) Conduct a periodic inspection on the mask and oxygen connector in accordance with applicable TOs.

A2.5.4. (Added)(AETC) Inspect emergency oxygen bottle (MD-1) in the parachute for deterioration, cuts, or pinholes in the hose, and the hose connector for damage (ensure it will properly connect to the CRU-60/P elbow inlet fitting).

A2.5.5. (Added)(AETC) Conduct a periodic inspection on the anti-G suit (even for an hypoxia mishap) in accordance with applicable TOs.

A2.5.6. (Added)(AETC) Annotate any discrepancies in the physiological checklist. Include any repairs, adjustments made, or parts replaced, regardless of reason.

A2.5.7. (Added)(AETC) Determine if any equipment defects are a suspected, probable cause, or actual cause of the PI. Notify the WLSO or superintendent as soon as possible of any defects. Complete and forward the AETC IMT 500 to the WLSO or superintendent within two workdays.

A2.6. (Added)(AETC) Wing Life Support Personnel. Wing life support personnel will accomplish the following:

A2.6.1. (Added)(AETC) Maintain the PI checklist on file for one year.

A2.6.2. (Added)(AETC) Accomplish a PQDR on any equipment suspected (no evidence, but possible failure) or a probable cause (some evidence, but could not be duplicated) of the PI.

A2.6.3. (Added)(AETC) Accomplish a PQDR on any piece of equipment that was a cause (evidence exists and/or failure was duplicated) of the PI.

A2.6.4. (Added)(AETC) Notify HQ AETC/DOYL of any intended PQDR action; PQDR actions will not be delayed pending notification. In this case, notify HQ AETC/DOYL as soon as possible.

A2.6.5. (Added)(AETC) The WLSO will immediately notify flying safety and the flight surgeon if any equipment fit problems or other discrepancies, which may be causal to the incident, are found.

A2.6.6. (Added)(AETC) The WLSO (or superintendent in the WLSO's absence) will review all sections and fill out applicable forms as necessary when received from flight medicine.

A2.6.7. (Added)(AETC) The WLSO will review the incident final report for accuracy and completeness, and resolve any differences with flight safety. Both flight safety and the WLSO will ensure proper PQDR actions have been completed if a piece of ALSE is cited as a suspected cause, probable cause, or cause of the incident. After inspection, repair or replace ALSE as necessary.

Attachment 3 (Added)(AETC)

AIRCREW FLIGHT CLOTHING AND ALSE REQUIREMENTS

A3.1. (Added)(AETC) Table A3.1. (Added)(AETC) provides the aircrew flight clothing and ALSE requirements.

Table A3.1. (Added)(AETC) Aircrew Flight Clothing and ALSE Requirements.

L I N E	A	B	C	D	E	F	G	H	I	J
	Item	T-1 T-43	T-6	T-37	T-38 AT-38	F-15/ F-16	F-22	KC- 135	Cargo/ Airlift	Heli- copter
1	Nomex flight suit	x	x	x	x	x	x	x	x	x
2	USAF approved flight boots									
3	Flight glove, GS/FRP-2 (See Notes)	x (note 2)	x	x (note 1)	x (note 1)	x (note 1)	x (note 1)	x (note 2)	x (note 2)	x (note 1)
4	Nomex, aramid, cotton, or wool underwear and socks	x	x	x	x	x	x	x	x	x
5	Flight jacket	AR	AR	AR	AR	AR	AR	AR	AR	AR
6	Helmet, HGU-55/P		x	x	x	x	x	AR	AR	AR
7	Helmet, HGU-56/pSPH-									x
8	Oxygen mask (MBU-5/P, 12/P, 20/P or custom fit)		x	x	x	x	x	AR	AR	
9	G-Suit (CSU-13/P)		x		x	x				
10	Combat edge equipment					x	x			
11	Parachute, BA-18, 22, or 29			x	x			AR	AR	
12	Harness, PCU-15/P, or 16/P		x		x	x				
13	Vest/parachute spacer kit			AR (note 3)	AR (note 3)					
14	G-suite (CSU-23/P ATAGS)						x			
15	LPU-9P		x		x					

LEGEND:

AR - as required

NOTES:

1. Flight gloves will be worn from engine startup until engine shutdown.
2. Flight glove wear will be in accordance with AFI 11-2MDS-Specific V3 guidance. If there is no guidance for flight glove use in the respective AFI 11-2MDS-Specific V3, then flight gloves will be worn during engine start, takeoffs, landing, and when performing emergency procedures, except when wear of flight gloves would hinder completion of required actions.
3. Required when flying over remote areas.

Attachment 4 (Added)(AETC)**MINIMUM PSK/VEST COMPONENTS**

A4.1. (Added)(AETC) Table A4.1 (Added)(AETC) provides minimum PSK/VEST components.

Table A4.1. (Added)(AETC) Minimum PSK/Vest Components.

L I N E	A	B
	Item	Quantity
1	Survival radio, PRC-90 series	1 each
2	Signal flare, MK-13 or MK-124	1 each
3	Signal kit, A/P-25S-5A	1 each
4	Compass	1 each
5	First aid kit, individual or tropical	1 each
6	Water, flex pack	3 each
7	Whistle	1 each
8	Strobe light	1 each
9	Mk-3 mirror (type I or II)	1 each
10	General purpose knife	1 each